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BEFORE THE

Federal Communications Commission

In the Matter of)

)
 Amendment of Part 90 of the
 Commission's Rules to Adopt
 Regulations for Automatic
 Vehicle Monitoring Systems)

PR Docket No. ~~93-661~~
 RM 8013 93-61

TO: The Commission

OPPOSITION OF THE NEW YORK STATE THRUWAY AUTHORITY
TO APPLICATION FOR FREEZE

The New York State Thruway Authority ("Authority"), by its attorneys, hereby opposes the Application for Freeze ("Freeze Request") filed by North American Teletrac and Location Technologies, Inc. ("Teletrac") in the above-captioned matter.

INTRODUCTION

The New York State Thruway Authority is an independent public corporation created in 1950 by the New York State Legislature. The Authority was established to build, operate, and maintain the Thruway system as a self-sustaining project, financed through bonds which would be retired from toll collections and other income. The Governor Thomas E. Dewey Thruway is the largest toll superhighway system in the United States -- a 641-mile superhighway crossing New York State. The Thruway's 426-mile mainline connects New York City and Buffalo, the state's two largest cities. The Thruway route from New York City to the Pennsylvania state line at Ripley is 496 miles long. Other Thruway sections make direct connections with

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the Connecticut and Massachusetts turnpikes, New Jersey's Garden State Parkway, and other major expressways that lead to New England, Canada, the Midwest and the South. The Authority also operates and maintains the 524-mile New York State Canal System.

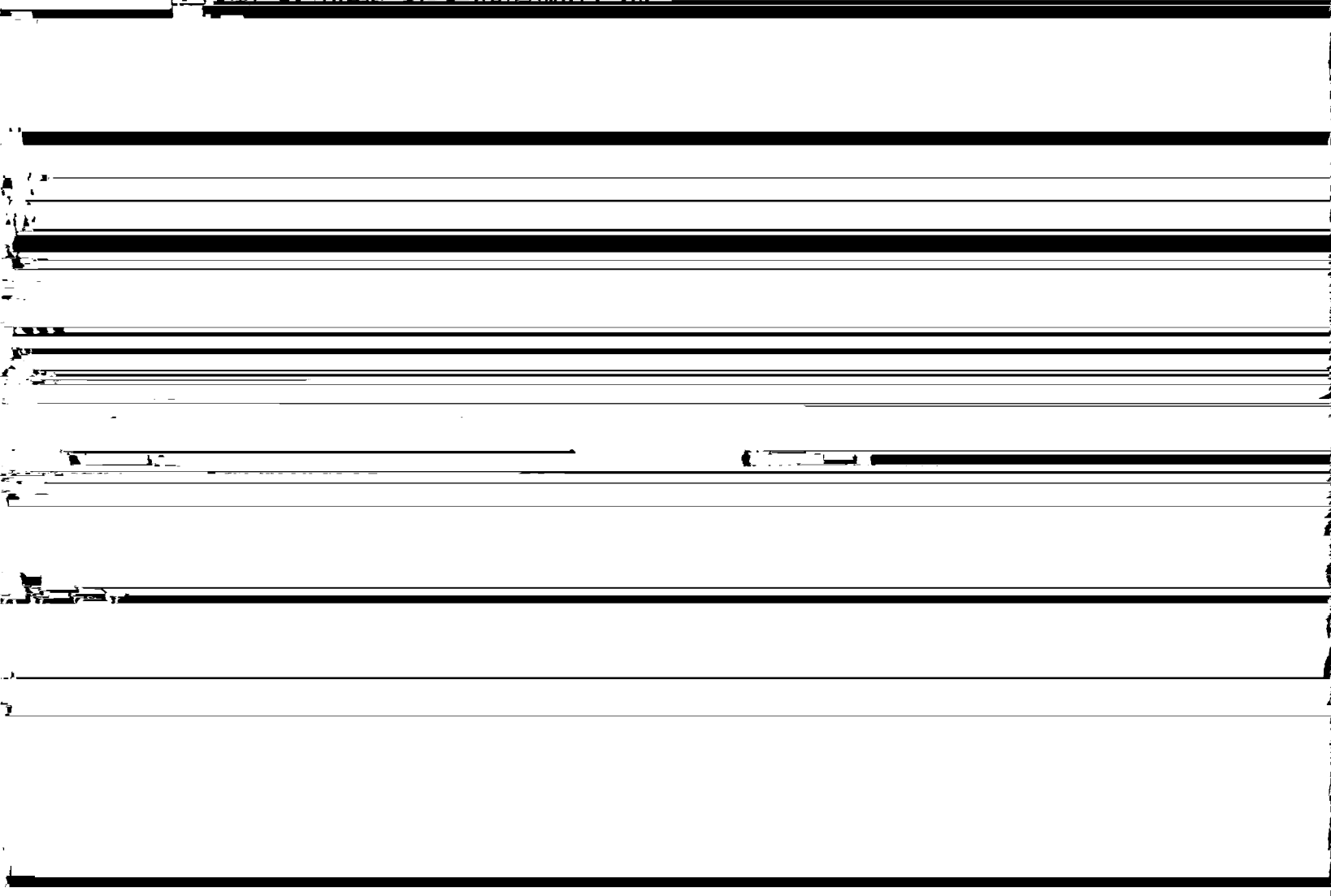
The New York State Thruway Authority is also one of seven toll agencies in the states of New York, New Jersey and Pennsylvania which comprise the Interagency Group, which is developing a major electronic toll collection system in their region. As a member of the Interagency Group, the Authority fully supports the Opposition to the Teletrac Freeze Request which the Interagency Group filed with the Commission on June 22, 1993. However, the Authority feels it important to bring to the Commission's attention the special circumstances respecting its development of electronic toll collection, and why denial of the Freeze Request is compelled to preserve the public interest in the interim testing and eventual deployment of its system.

THE AUTHORITY HAS INSTALLED AN INTERIM ELECTRONIC TOLL
COLLECTION SYSTEM AND WILL SHORTLY APPLY
FOR ADDITIONAL TEMPORARY AUTHORIZATIONS

The Authority is the only member of the Interagency Group which is installing an interim electronic toll collection system while awaiting the selection and deployment of a regional system. The Authority has a contract for the provision and installation of Amtech Systems Corporation's read-only TollTag System. Installation has been completed at the Spring Valley barrier in Rockland County and is in process at the Tappan Zee Bridge barrier

in Westchester County. Acceptance testing is scheduled to begin next week (June 28, 1993) and the system is scheduled to "go live" on August 1 at Spring Valley and September 1 at Tappan Zee Bridge. Installations are also planned for the two Grand Island Bridge toll facilities in Western New York, in late August and September.

The Authority has been granted special temporary authorizations for the Spring Valley and Tappan Zee Bridge installations and has applied for licenses to cover those authorizations. The frequencies span the range of the 902-928 MHz bands at both locations. The Authority is now in the process of preparing applications for similar authorizations for the Grand Island Bridges and contemplates adding five more facilities under



already issued to the Authority for Spring Valley and Tappan Zee Bridge, the proposed freeze clearly puts at risk (1) the licensing of those facilities and (2) the prospect of additional authorizations for the Grand Island Bridges and an additional five facilities down the road. Such a freeze would put at grave risk the Authority's ability to develop and operate an interim electronic toll collection system which would serve the public interest both economically and environmentally, and would jeopardize the return on a very substantial investment of public, including Federal, funds already appropriated and committed for this project. It should be noted that the Federal Government through FHWA has demonstrated that it has a strong commitment to the development and implementation of IVHS technologies as evidenced by the degree of funding provided under the Intermodal Surface Transportation Efficiency Act of 1991. It is crucial to the success of this program that the Authority have the ability to complete the installation and development of its interim electronic toll collection system and to operate from the authorized sites when a final, regional system is selected and implemented.

CONCLUSION

As previously noted, the Authority supports the arguments made by the Interagency Group in the Opposition to Application for Freeze which it filed on June 22, 1993. The special circumstances surrounding the Authority's development of an interim electronic toll collection system serve to underscore the need for the

Commission to deny the Teletrac Freeze Request and to permit the Authority and other like agencies to continue to develop such systems in the least restrictive regulatory environment.

Accordingly, the Teletrac Freeze Petition should be denied.

Respectfully submitted

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THRUWAY AUTHORITY

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June 25, 1993

CERTIFICATE OF SERVICE

I, Barbara Cook, a secretary with the law firm of Cohn and
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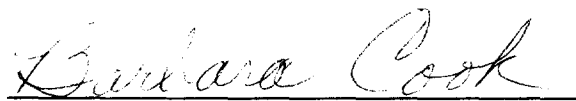
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